



# Transportation News

A Resource for Military Transportation Engineers



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## Special Edition...

*Oswin Keifer, Jr. passed away on June 25, 1999. As a tribute to Mr. Keifer the Transportation Systems Center offers this special edition to commemorate his life, dedication and influence on the pavement community.*



*Oswin Keifer, Jr. with his wife Dorothy after receiving the Silver de Fluey award in 1997*

## The Life and Times of Oswin Keifer Jr.

Oswin Keifer, Jr. was born on September 13, 1920 at his parent's farm in Bostwick, Nebraska. A week after his birth his mother died. His neighboring grandparents took a large part in raising Os until his father remarried when he was eight years old.



*Os (the one with the curls) holding his youngest cousin*

Oswin attended a one-room country school until he entered high school in nearby Superior, Nebraska. After graduating from high school in 1937 he attended the University of Nebraska and received a Bachelor of Science degree in Civil Engineering in January 1942. In college he was a member of Sigma Tau, an honorary engineering society.

Immediately after graduating from college Os joined the U.S. Army as a 2<sup>nd</sup> Lieutenant of the 815<sup>th</sup> Aviation Engineer Battalion of the Corps of Engineers. During this time the U.S. was involved in World War II and Os spent three years overseas in England, Northern Africa, and Italy supervising the construction and renovation of housing, pipelines and over 165 airfields. After the war, he was an instructor for the Aviation Engineer

School for the Construction Equipment Branch. Just prior to his discharge from the Army Oswin married Dorothy Nelson, whom he met in high school, in November 1945.



*Portrait of Os at the end of WWII*



*Oswin on a motorcycle in Africa in 1942. Os would not let his children even talk about riding on a motorcycle. Weren't they surprised by this picture.*

After his discharge from the Army and her discharge from the Navy, Oswin and Dorothy returned to Nebraska. Os worked for nine years for the Bureau of Reclamation where he helped bring irrigation to southwestern Nebraska. Every few years the Keifer's (now expanded to include 2 sons and a daughter) moved as irrigation projects were finished and new ones started. To provide a permanent residence for his family Os quit the Bureau and started farming on land next to the farm where he grew up. In 1960 Os and his family (now 3 sons and a daughter) moved to Omaha where he began his illustrious career with the Corps of Engineers.

At the Omaha District Os prepared specifications for civil works and military pavement projects, designed Air Force and Army projects, provided field assistance to construction forces, and prepared several new guide specifications. He also served as Chief of the Materials and Airfield Pavement Design Section from 1968 to 1982 and was acting Chief of the Foundations and Materials Branch for three months in 1981. While at the Omaha District he specialized in paving projects and took on unusual projects that no one else would. In the 1970's, he chaired a committee of the American Concrete Institute that wrote new manuals on concrete standards.

Through these activities, he began to develop a reputation for his concrete expertise that went beyond the District's boundaries. In 1982 he moved to Portland, Oregon and worked for the Corps of Engineers North Pacific Division where he was the division's materials and paving expert and west cost representative for the Corps Transportation Systems Center. This allowed him freedom to help others with paving problems across the nation. In the mid-1980's, he began to promote the use of Roller Compacted Concrete (RCC). Calls from Brazil, Mexico and Australia took him overseas to educate them on RCC and other new techniques. Os was still working for the North western Division upon his death.

In Oswin Keifer Jr.'s professional career he received many awards.

- ✧ Received 22 Official commendations with the Corps of Engineers
- ✧ Elected the American Concrete Institute "Fellow" in December 1976
- ✧ Selected by the Greater Portland Federal Executive Board as the Federal Employee of the year in 1989
- ✧ Received the Silver de Fleury Medal (one of the highest medals of honor bestowed upon a civilian employee) in 1997
- ✧ American Concrete Pavement Association's 1999 Government Official of the Year presented to Dorothy and Stephan Keifer in December 1999



*Os accepting the Silver de Fleury Medal from General Robert Griffin in 1997*

*Source: "Brief Biography of Oswin Keifer, Jr." read by Paul Keifer at Oswin Keifer, Jr.'s funeral on July 2, 1999 at the First United Methodist Church in Portland, Oregon*



#### The Keifer Family

*Front row are Os's grandchildren Kayla, Jerry, Joe and Sarah. From left to right the adults are Paul\*, Kellie, Stephen\*, David\*, Janet, Dorothy (Os's wife), Os, Nancy\*, and Mike (Andria is not pictured).*

*\* Os's children*

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## Os loved....

### Mountains, Rocks and Traveling

To get his fill of all 3 Os took the family on vacation to his favorite places: the Rockies, Black Hills, Yellowstone, Glacier National Park, and the Arizona desert.

### Plants, Trees, and Bushes

Wherever he lived he planted flowers, trees and bushes. According to his son David, "In his lifetime he could have easily have planted a small forest." His favorite plant – the rhododendron.

### Telling Stories

Whether it was life's incidences, a family history or a made-up bedtime story he always had a story to share. His children's (and eventually grandchildren's) favorite was about Markie Bear, a small cub bear and his family. Markie's adventures often paralleled experiences in a child's world.

### People

More than anything Os loved having people around. Whether to share the weather, nature, or a story he loved having his family and friends surround him.

*Source: "Memories of My Dad – Oswin Keifer, Jr." message delivered by David Keifer at Oswin Keifer, Jr.'s funeral on July 2, 1999 at the First United Methodist Church in Portland, Oregon*

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## The Teacher

Not only was Os an Instructor at the University but he also taught his children:

- ✂ About Jesus Christ
- ✂ The importance of reading and education
- ✂ To appreciate and enjoy all the beauties of nature
- ✂ To appreciate the U.S. and what it stands for
- ✂ About love and faithfulness
- ✂ About courage, bravery and hanging in there

With his children Os shared his love for American History, Justice, John Wayne Movies, Road Runner Cartoons, Snoopy, Dairy Queen Treats, Fire Works, Rainbows, and Trains.

*Source: "Gifts From My Fathers" message delivered by Nancy Hamilton at Oswin Keifer, Jr.'s funeral on July 2, 1999 at the First United Methodist Church in Portland, Oregon*

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## All About Os Words from Friends...

### Ken Hevner, Command Pavements Engineer, Headquarters, Air Mobility Command

"I had seen Ozzie at various meetings for several years, but unfortunately, didn't get to know him on a first name basis until the last 3-4 years. In that time, he made quite an impression on me. On a personal level, he was always pleasant (even when I knew he wasn't feeling well), always returned my phone calls, and was always eager to discuss whatever problem I had. It did not matter if it was a problem with a project designed by the Corps, Navy or AE, Ozzie was eager to help. He never once said (or even hinted) that it wasn't his concern or area of responsibility—he was there to help. On a professional level, he was the absolute "tops." What impressed me the most was his combination of technical expertise along with his knowledge of construction practices. He not only knew how to design it; Oz knew how to build it. I find more and more that we are lacking that combination in the people we go to as our so-called experts. I considered Ozzie a friend, both personally and professionally, who I admired greatly and will deeply miss."

### Dwayne Lillard, District Materials Engineer, Corps of Engineers, Albuquerque District

"Everyone always had high regards for Os, as we all have who had the pleasure in working with and knowing Os. I for one had the highest respect for Os and his many years of experience and knowledge in the design and construction of rigid airfield pavements. He was a very practical individual, so when he talked, he usually had something to say that made sense. Based on the number of year's experience in his career, Os probably forgot more than most of us will ever learn in the design and construction of airfield pavements. Needless to say that we will truly miss Os, but most of us will not forget him...he set the standard for the rest of us."



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## All About Os - Words from Friends...

### **Mel Stegall, Division Materials Engineer, Corps of Engineers – LMVD (retired)**

“My first memories of Os were when I was at St. Louis and he in Omaha. When something interesting was in progress at nearby Scott Field, which was in their jurisdiction, he would always call and invite me to go along. Later, just before and after my retirement, I served on a task force with Os and others to revise Corps concrete guide specifications and manuals. I learned to appreciate Os as he would always give his honest opinion on a technical subject, whether or not it was the “politically correct” answer. My last and sweetest memory of Os was just two weeks before his fight with cancer began when the Lord allowed Os, Estelle, and me to share an evening meal together on his last trip to WES. We miss you, Os. Have you learned to make concrete with gold nuggets?”

### **Mary Adolf, PCASE Manager, USACE Transportation Systems Center**

“When I began my “paving” career 16 years ago I had heard of the infamous “Os”. It wasn’t until later in my career that I met him and had the honor of working with him. At our first encounter, I, being a young female engineer, was scared to death to meet the omnipotent pavement guru, but after our first meeting I found out he was a big teddy bear. And what a great resource! He had all the answers, or was bound and determined to find them. There were a number of times that we knocked heads, because stubborn he could be, especially when it came to updating him in the workings of a computer, but that was one of the qualities that made him “Os”. It was a treat to talk with him, because he was always delighted to hear from me or I from him. He was rarely in a bad mood and always had time to listen and share simple delights of the day or updates on Portland weather. I don’t believe I have, nor will meet anyone who loved their work as much as Os. I miss Os, his wisdom and kindness, but I know he still lives strong in the thoughts and lives of the many of us he has touched.”

### **Tom Johnson, Southern Area Engineer, Corps of Engineers, Alaska District**

“I have so many fond memories of Os, actually all my memories of Os are fond ones, that I really don’t know where to begin.”

“There was the time that Os and I were out at Shemya AFB. Now for those who are not acquainted with Shemya, it is the next to last island in the Aleutian Islands here in Alaska. It is 1,500 miles west of Anchorage. Any way, I had invited Os to Shemya to assist us in the construction of the floor slab and parking apron for the new SAC hangar that we had under construction. On the afternoon of the first day of concrete placement I went down to see how things were going and Os was out at the placement observing all the activities. We visited for awhile when I noticed that Os was wearing only a light windbreaker. Now Shemya is cold the year round. The highest recorded temperature on Shemya is 62 degrees. And the wind blows all the time. So I asked Os if he was warm enough. He assured me he was OK. And I thought I was a tough Alaskan. There I was in my down filled coat and Os in a light windbreaker. I was called to the Base’s main command building so I left Os at the site. When I arrived at the command building I was told that the Air Force had located Mr. Keifer’s luggage and it would be arriving the next day. Then I realized what was happening. Os did not have a coat. It was in his luggage. So I went to Arctic Issue and checked out a military parka. When I got back to the site and handed Os the parka you could see the relief in his eyes. But that was Os. He would never complain or do anything he felt would be an imposition. He only said, “How did you know.” And of course thanked me.”

“I always respected Os’ input and suggestions. One time I went to his office to get just that. I found him in his usual posture, on the phone. But he waved me to a seat. From the one-sided conversation that I was hearing it was obvious that some one had called to get his advice on something and the caller was foolish enough to challenge his in-put. Finally Os sat up straight and told the caller, “Well if you are going to stay with that idea, may God have mercy on your soul” and he hung up. Os would never tell me who the caller was. He just didn’t feel it was worthy of any further discussion or time.”

### **David Pittman, Chief, Airfields and Pavements Division, ERDC-WES**

“Os as a man of great knowledge and great integrity, a real gentleman in every sense of the word. He probably had more knowledge about pavement construction and performance in his little finger than most of us had in our entire experience, yet he was a patient teacher who was ready to explain why his opinion was what it was, or why he disagreed with another opinion. He had an amazing ability to recall details from experiences he had that may have occurred decades before, but were just as relevant to the events at hand as they were then.”

“One of Os’s many attributes that really impressed me was his enormous ability to write and rewrite construction guide specifications. He was perfectly suited to this task, because to get it right, one must be able to draw on a wealth of construction experience (of which he had tons). One must also be able to manifest that experience in a written form such that construction mistakes are prevented and the desirable outcome is reached. At least that’s the objective. Os wrestled with one guide specification, for roller-compacted concrete pavements, to the extent that the finished product was used as a model and a reference by many other agencies around the country. I think Os achieved the desired objective as well as anyone could have, and seemed to relish what others perceived as a rather dreary but necessary task.”

“I’ll miss Os very much as a teacher, a mentor, a colleague, and a friend. The Corps of Engineers, or any other agency for that matter, could use a million more folks like him. His enduring legacy will be that many of us who had the privilege of knowing and working with him will always have a stellar model of professional ability and personal character that we’ll strive to emulate and never forget.”

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## All About Os - Words from Friends...

### **Jack Scott, Pavements Engineer, FAA—Northwest Mountain Region (former Corps employee)**

“Os will remain the best pavement engineer that I will ever know, but more importantly a good friend.”

“I first met Os in the early 1980’s, shortly after he moved to Portland. I was then with the Seattle District Corps of Engineers and looking back, young. I had heard of Os earlier when he was in Omaha and he had a good reputation. I got to know him while working on numerous projects. I did not realize it at the time, but he was also training me. He was a great teacher and had a good sense of humor, but had no patience for ignorance or laziness. He would strive for “doing your best” and for obtaining the best quality possible. We had such good times together working to get consultants and contractors to produce quality construction projects. When he was in a meeting or in the field during construction, his presence was known and quality was his objective. Looking back, there was a lot of stress involved, but when working with Os, you became so focussed, that you did not notice and he made it enjoyable.”

“I came to the Federal Aviation Administration (FAA) but kept in contact with Os. I would see him at least twice a year at ACI and we talked all the time by phone. He was so helpful and we continued to share information. We worked close together and Airports in my region would even use him as a resource for trouble-shooting problems if they could not contact me. Anytime I needed help, he was there. He even taught pavement courses at FAA conferences with me. He was the best in his field and respected by all who new him.”

“One time that we would laugh about is when we both had to travel to Vicksburg, Mississippi for a meeting in the mid 1980’s. We were not sure where to stay, but since I was there most recently, I would make hotel reservations. I could not remember the name of the hotel, so I called someone and explained where I thought it was located and got the name of the hotel. Os was the first to arrive and I was there later that night. When I drove up to the place, I could see that it was the wrong hotel and it was a pit. It had green shag carpet and paper thin walls. Trucks were constantly running just outside the rooms and the placed smelled of diesel fuel. Os was already in his room so it was too late to move that evening. I called him and asked how he liked the accommodations! He said, “What the heck kind of hotel did you book me in?” We checked out and found the right hotel. After that, I would always joke with him to let me take care of the hotel arrangements. He would grumble a “NO Way” and laugh. I miss Os.”

### **Bryant Mather, Chief, Structures Laboratory, Waterways Experiment Station and long time friend**

“Os Keifer was unique. He was eminently technically qualified, wonderfully cooperative, dedicated to selfless service to the Corps, the country, and the profession; and maintained all this for a very long time. We’ll be in his debt for a long time. In going through my Os file at home and the Os file here at the office, I found one short letter I wrote on January 19, 1990.”

Dear Os,

At a Laboratory Chiefs’ meeting this morning, some reference was made to concrete which caused our Commander and Director, Colonel Larry B. Fulton, to turn to me and say “Bryant, do you know Os Keifer?” to which I replied, in effect, that it seemed to me I had known Os Keifer damn near forever and that he was the dean of Corps of Engineers’ concrete people in the Districts and Divisions, to which Fulton replied that when he was in Omaha, Keifer was “Mr. Concrete” and asked that I convey his regards. I said I would, I hereby do so.

Best wishes. Bryant

### **Marlene Stern, former Secretary, Corps of Engineers, Transportation Systems Center (retired)**

“I grew up not knowing either of my grandfathers, but when I met Os for the first time it was like looking at the grandfather I never knew (Well, he wasn’t old enough to be my grandfather but he had that kindly look). I remember that when he gave me a hug it was like being wrapped in my favorite old comforter. Os, we love you and will never forget you.”

### **Tom Hugenberg, Division Materials Engineer, Corps of Engineers, Ohio River Division (retired)**

“I don’t recall when I first met Os, probably in the early 1980’s when the old ORD got military work again and I started going to meetings on pavements at WES. I remember Os being the older gentleman near the head of the conference table that everyone listened to closely when he shared his experience or view on the topic at hand. I learned at that first meeting that Os’ insight was respected, maybe even revered, by his contemporaries. I recall another meeting at WES on the civil side of the campus where Os and a one Bryant Mather had a lively exchange about a technical issue in the EM-2000 Standard Practice Manual; Bryant deferred to Os by the end of the discussion. Os was one of the ‘old timers’ in the Corps that I knew I could call and discuss my current problem with and that he would give me fatherly guidance on how to wrestle my alligator of the day. Os had a kind way of sharing his knowledge that left me feeling almost as an equal in the conversation, never as a student to the master.”

### **Shiraz Tayabji, Regional Manager, Construction Technology Laboratories (CTL) and former Chair, ACI Committee 325 on Concrete Pavement**

“I came to know Os well as a result of our being active in the ACI Committee 325 and during the preparation of several of Committee 325’s documents. Os was always very pleasant to work with and “loaded” with experience-based information. We always learnt something new every time we talked with Os. He is missed.”

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## All About Os - Words from Friends...

### **Jim Fogelsong, Pavement Engineer, Corps of Engineers, Portland District**

"I gained a lot of respect and admiration for Os before I knew he was one of the best, and felt close to him because of his respect for those who asked his help."

### **Ben Gompers, Corps of Engineers, Far East District**

"I first got acquainted with Os Keifer in 1992 when I was a relatively new material engineer working on the Fort Huachuca Libby Army Airfield project. Here I was cutting my teeth on a visible and political airfield project, when I met Os Keifer. I could tell by the way Os talked and looked at me that he was wondering why Sacramento District decided on a novice Materials Engineer like me to tackle a big project like this. His usual gruff self told me I was out of his league and I agreed. However, as I worked hard and received adequate training and took his technical advice, the relationship changed from adversarial to friend. I admired his resiliency, consistency and dedication and I tried to glean all I could from him in regards to concrete technology. The Fort Huachuca project was a success not just because of the Sacramento District and Los Angeles District cooperative design/construction effort but also by Os's technical advice and his political influence to ensure that proper inspection of this project would be provided. As the years went by I was involved with many projects. His involvement and help was always there and his wealth of knowledge and experience always made the job go smoother. Over the years and travelling together, we became good friends and I always enjoyed kidding him in saying when he first started working on paving projects, the slipform pavers were horse drawn. He was an icon in airfield pavement design and when he talked even if you disagreed with him you respected his opinions. I will miss him and I know the Corps will miss him too. There aren't many people like him."

### **Raymond Rollings, Airfields and Pavements Division, USAE Waterways Experiment Station**

"I got to work very closely with Ozzie the last 12 years or so, and I count this experience to be one of the two or three highlights of my professional career with the Corps of Engineers. There are many memories I have of him, and it is hard to pick just one to relate. I guess the following speaks of Ozzie's spirit better than most and it perhaps captures his total commitment to getting the job done right regardless of the cost. It was the early 1990's and Elmendorf AFB's only instrumented runway was down because of a sudden peculiar development of joint spalling. We had a passel of "experts" assembled to pontificate about the problem and point fingers. We finally quit talking and fussing and ended up out on the runway to actually look at the problem. It was bitterly cold with a nasty biting wind and a steady snow making the location and observation of the damage difficult to nigh onto impossible. After about 15 minutes I looked up from this miserable work and beheld Ozzie trudging steadily along working with me. Every other "expert" had already hightailed it back to the heated bus. This was a man that was building airfields in the Europe before I was born, and pain in his knees was giving him a great deal of trouble at the time. Yet when there was work to be done he was the first to weigh into it and stick it out. Ozzie was truly a great one and we will not soon see his likeness again. The world and those who got to know him are much richer for his sojourn with us."

### **Severo Lopez, Civil Engineer and Specifications Expert, Corps of Engineers, Huntsville Engineering Center**

"I actually had lunch with Os in a deli by a beautiful park during a cold and windy day in Portland, Oregon. I had come to discuss his comments on one of the specifications I was working on. Prior to the trip, I had received some of his reviews and had always been impressed by the thoroughness of his work, the pointedness of his comments, and his great sense of humor. When I finally met him, I saw a gentle "old" man very secure in his great experience with and knowledge of concrete and pavements in general."

### **Terry W. Sherman, USACE Transportation Systems Center**

"It was February 1980. I had just transferred from the Alaska District to the Missouri River Division Laboratory. One day some one by the name of Oswin Keifer called me and wanted me to do some testing for him. I informed him that we could not start the testing until we received the funding (MRD Lab Policy). He informed me very clearly that I was "holding up the show". "Don't worry about the money! I will get you the money! Just get those tests started and the results to me ASAP!" I learned early on that Os would never let administrative red tape get in his way of getting the job done. We have been friends ever since."

"In 1982 Os transferred to the North Pacific Division (NPD) in Portland, OR to be the Division Materials and Paving Engineer and I transferred to HQ SAC to become the Command Pavements Engineer. We began an exceptional working relationship between the Corps and the Air Force that still exists today. I returned to the Corps in 1988, and Os and I worked together as part of the USACE Transportation Systems Center ever since."

"Over the past 19 years I had the honor and privilege of working with Os and traveling with him throughout the U.S. and Canada. We attended American Concrete Institute (ACI) committee meetings together. Os was a long time ACI member, an ACI Fellow and past chair of numerous technical committees. We attended Air Force MAJCOM Pavements meeting in Tyndall AFB. We conducted Airfield Paving Workshops with Ray Brown for major airfield pavement projects. We inspected roller compacted concrete (RCC) pavements in Canada, Portland, Tacoma, Aberdeen Proving Grounds

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## All About Os - Words from Friends...

### **Terry W. Sherman, USACE Transportation Systems Center (continued from page 6)**

and Omaha. A few years ago, Os and I were at Eielson AFB with Jim Pekar and Ron Shafer (Alaska District) conducting a PCI on the apron during an exercise. We were told that since we were not in the exercise area, we did not need “white armbands.” Wrong! Suddenly several vehicles of MPs surrounded us. We were marched to the edge of the apron at gunpoint with our hands up and waited for the MPs to check our IDs. While we waited, the MPs were taking turns going into the hanger to warm up. The Wing Commander decided he didn’t need pavement engineers doing an inspection during an exercise so we were told to go back home.”

“I remember the time I was at home watching my kids and Os came over to do some work together. It was the first time my youngest son Ben, who is hearing impaired, met an adult with hearing aids. Os took his hearing aids out and showed Ben. Ben said proudly, “They are just like mine!” Os and Ben formed a special bond. Every time I talked to Os he would always ask how Ben was doing. He would send Ben little things in the mail, like magnets, key chains, etc. It really meant a lot to Ben and it meant a lot to me.”

“As a 1942 graduate of the University of Nebraska, Os was a die-hard Nebraska Cornhusker football fan. When we traveled together during the football season, I always brought my back issues of *Husker Illustrated* and the Sunday Edition of the *World Herald* for Os to read at night. He was especially proud of the “Big Red” the past few years when they won National Championships in 1994, 1995 and 1997. He had 3 key chains signifying the 3 national championships, which were always attached to his briefcase. On one trip to Omaha, Os attended the Touchdown Club Dinner with me and was able to meet Coach Tom Osborne. He always admired Coach Osborne’s great character, integrity, courage, discipline, spiritual faith and loyalty, qualities that clearly describe Os also. I know that in heaven Os broke out in a big smile when he heard Dr. Tom Osborne was a candidate for the U.S. Congress.”

“Os always focused on solving the design or construction problems instead of trying to point the blame at someone. He was always there to help anyone who asked for his help. However, he had little patience for designers, project managers or inspector who would cut corners to meet budgets and schedules while sacrificing quality. He always knew if you did it right the first time, you always had a satisfied customer with a quality project at a reasonable price.”

“I was very fortunate to attend the surprise party for Os celebrating his 50 years of federal service. He was really surprised! I was sitting in his office with Fred Anderson when his wife Dorothy came in and told him to put on his suit. That was the first time he had any inkling that something was going on. He was presented the Silver deFluery Medal, one of the highest medals of honor bestowed upon a civilian employee. To be awarded a Silver deFluery Medal, an individual must have exceptionally impacted the entire Army Engineer Regiment, over a period that spans numerous assignments, in various units and organizations within the Regiment. It was the first Congressional Medal struck, if not the first medal authorized. Os was so proud of this medal that he carried it everywhere with him. He also received a letter from the President, an American Flag that flew over the Nation’s Capital, a Corps flag that flew over the Division Office and a Nebraska Cornhusker flag. Later, he told me he was especially proud of receiving the Corps flag.”

“During the last few month of his illness, I talked to Os once or twice a week. He always wanted to make sure that I was checking on “his projects.” He asked me about each and every project that was under design or just starting construction. He wanted me to make sure the designers were editing the specifications correctly or including enough cross-sections. He wanted me get out to the project site to make sure the inspectors were monitoring the edge slump of the paving operation. Even when he was a little tired, he was always happy to talk to me. He always talked about getting back to work soon. He always told me how much the cards and letters meant to him and asked me to pass on his appreciation.”

“The week before he died, Os sent the following note to me to pass on to all of his friends: “Dear Friend, I appreciate all the calls and cards from all of you. You have no idea how much they have helped me get through some really tough days. Chemo and radiation are as hard as concrete but I’m hanging in there. I had a little set back last week due to a mild heart attack but I’m back at therapy again this week. My daughter is writing this for me but the thoughts are mine. I am anxious to get back to work. Love, Os.” A small yellow sticky was attached to the bottom of the note in Os’ handwriting that said, “Keep (a nameless designer) in line, Os”

“I can think of no other single person who has done more to improve the quality of the design and construction of airfield pavements in the past 50 years than Mr. Oswin Keifer, Jr. His efforts in criteria development, technical design review, construction inspections/troubleshooting and design/construction education have resulted in high quality airfield pavements throughout the world that support DOD’s mission for training, operation and mobilization. It is estimated that his efforts alone have saved DOD in excess of \$100M.”

“Even today, when I am wrestling with an airfield pavement problem, I still automatically reach for the speed dial button for Os. He was my mentor, my teacher and one of my best friends. I was especially honored that he considered me one of his best friends. I still miss him a lot. I miss his knowledge. I miss his dedication. I miss his “can do” attitude. I miss his friendship. I miss his “happy” spirit.”



God saw you were getting tired  
And a cure was not to be,  
So He put His arms around you  
And whispered, "Come with me."

With tearful eyes we watched you suffer  
And saw you fade away.  
Although we loved you dearly  
We could not make you stay.

A "golden heart" stopped beating.  
Working hands put to rest.  
God broke our hearts to prove to us,  
He only takes the best.

Unknown Author

To live in the hearts we leave behind  
is not to die.

Thomas Campbell

To all of Oswin's freinds:

It is a great thing to know that when the  
eternal doors swing wide open the other  
way for you, you have a freind on the  
other side waiting to receive you.

Howard Kelly

*Source: Reprinted as seen in the Memorial Program distributed at Oswin Keifer,  
Jr.'s funeral on July 2, 1999 at the First United Methodist Church in Portland,  
Oregon*

## Transportation News

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